

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

January 14, 2016
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Bishop, Chirls, Larrivee, Simas, Woosley

COMMISSIONERS ABSENT: Commissioner Zahn

STAFF PRESENT: Kevin McDonald, Darcy Akers, John Murphy,
Department of Transportation

OTHERS PRESENT: Councilmember Lee

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Zahn who was excused.

3. PUBLIC COMMENT - None

4. APPROVAL OF AGENDA

There was agreement to reverse the order of agenda items 7a and 7b.

A motion to approve the agenda as amended was made by Commissioner Woosley. The motion was seconded by Commissioner Bishop and the motion carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL,
BOARDS AND COMMISSIONS

Councilmember Lee wished the Commissioners a happy new year and said the coming year will be a good one during which great opportunities will be presented and good progress will be made. He thanked them for their efforts on behalf of the city. He noted that earlier in the day he had attended a meeting of the King County Council where the economic forecast was discussed, and transportation issues figured largely.

Commissioner Woosley said he has been attending the Eastside Transportation Partnership (ETP) meetings and has learned the group appears poised to do a new Eastside Transportation Plan in which each of the cities would address their transportation challenges and work together to create a robust transportation infrastructure and systems plan. Councilmember Lee

suggested it would be helpful for the Commission to play some role in that process.

Senior Planner Kevin McDonald said the ETP is a regional coalition of cities represented by their elected officials and supported by staff. The Transportation Commission has not traditionally been involved with the organization. To the extent the recommendations of the ETP become projects in the TIP, the TFP and the CIP, the Commission will certainly have input.

6. DRAFT MINUTES REVIEW/APPROVAL

A. December 10, 2015

Commissioner Larrivee called attention to the sixth paragraph on the second page of the minutes and said what he was trying to convey was the notion that a number of pedestrians have the perception that it is safer to cross at midblock crossings rather than at signalized intersections. He asked to have the first sentence revised to read "...said his sense was that pedestrians believe it is safer to cross at midblock crossings...."

A motion to approve the minutes as amended was made by Commissioner Bishop. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

7. STUDY SESSION

B. Vision Zero

Mr. McDonald informed the Commission that the City Council adopted a resolution endorsing the notion of Vision Zero, which is a comprehensive approach to traffic safety. The Council directed the Commission to look at the existing Comprehensive Plan and identify any needed policy amendments. Bellevue has several programs and projects that address safety and they will be reviewed as part of the study. Even with those programs, however, collisions continue to occur that result in injuries and death, so there is a gap between the goal of Vision Zero and existing conditions.

Mr. McDonald shared with the Commission a video from the Washington Traffic Safety Commission focused on Vision Zero.

Transportation Engineer Darcy Akers explained that Vision Zero began in Sweden in the 1990s and flowed from the tenet that no loss of life is acceptable. The underlying principle of Vision Zero is to eliminate traffic deaths and serious injuries, and many agencies have the intent of reaching that goal by 2030. Vision Zero is a framework rather than a list of things to do and not do. The belief is that by aligning best practices and traffic safety solutions, the goal can be reached. Vision Zero has itself become a best practice across the nation and around the world. Washington state adopted the program in 2000 and called it Target Zero.

Within the concept of Vision Zero is the idea that traffic deaths are unacceptable and preventable. Speed is an important contributing factor to traffic safety, and crash survival improves with lower speeds. Simply lowering speeds, however, will not achieve the goal. It

will take a multifaceted approach to improve safety. Human error cannot, however, be addressed through good design; distracted driving and the unpredictable behavior of drivers must be accounted for. Other factors are enforcement and education.

The Council's adoption of a resolution to include Vision Zero in the city's Comprehensive Plan brings with it direction for the Commission to review all existing policies and determine whether updates, revisions or additions are needed.

It is not a new idea to try to prevent traffic deaths and serious injury. The traditional approach, however, has primarily been focused on engineering, enforcement and education. The emphasis has been on preventing accidents, paying attention when driving, and changing human behavior. There are a number of existing policies in the Comprehensive Plan that address management of the city's street system to meet mobility needs; policies that address increasing opportunities to provide people with safe, comfortable and connected ped/bike facilities; and policies that address how the city will protect neighborhoods from the impacts associated with the transportation system. Ms. Akers noted that even with all of the city's traffic safety efforts, collisions continue to occur that result in injuries and deaths.

Commissioner Chirls asked if there are any patterns to where collisions in Bellevue occur. Transportation Planner John Murphy said the city collects collision data that includes location and the nature of the collisions. He said the study will in due time include a look at the data. Commissioner Chirls pointed out that accidents involving pedestrians and bicycles are potentially much more severe on average.

Ms. Akers shared with the Commissioners collision data by year. She stressed that the collision data does not necessarily equate with injuries. She also shared a chart showing fatality data and noted that there have been years with no traffic fatalities in Bellevue.

Commissioner Woosley said it would be useful to have data regarding collisions involving injuries, not just total collisions.

Mr. Murphy said Vision Zero is a framework that provides a more comprehensive way of thinking about traffic safety beyond just engineering, enforcement and education as separate items. Vision Zero brings together all of the elements and weaves them into a framework where the individual elements are not separated from each other.

Education has traditionally been a vital component and will continue to be when it comes to traffic safety. It involves informing residents and those using the streets about traffic rules and safe behaviors. New York has an educational campaign led by their transportation department in conjunction with the office of safety and youth development and the police department. They go out to some 200 schools annually to talk about all modes of travel to and from school and work. Seattle has a program called "Stop For Me" that provides very visible reminders that everyone shares the same space. In Bellevue Ped Bee encourages kids to bike and walk to and

from school. The police are involved in the approach that is focused on getting the message out about traffic safety. Kenmore has embarked on its own Vision Zero quest and one of their efforts involves citing people who exhibit positive safety behaviors. Ft. Lauderdale provides bike parking at city hall so that those who bike will have a secure place to store their bikes.

Enforcement is fairly straightforward in all cities. One element the Vision Zero approach brings is data driven approach that looks at where vulnerable users are experiencing high incidences of collisions, where the most serious collisions are occurring, and how data can be used to bolster enforcement efforts. In San Francisco enforcement was increased where the most common offenses involving fatal collisions occurred. Seattle has also focused on areas with histories of crashes.

Engineering focuses on designing streets to be safe for all who use them, especially vulnerable users. Bellevue utilizes many of the engineering best practices and has in fact excelled in the field for a number of years. In Washington, D.C. there is a pilot program focused on two protected intersections in high-priority locations; the program incorporates new ideas and new treatments, and a follow-up evaluation to determine their effectiveness. Designs will be tweaked as deemed necessary in order to meet their goals. It cannot be assumed that posting speed limit signs will result in lowered speeds; good engineering and good design need to be paired in ways that will reinforce the desired speed.

Mr. Murphy said the notion of equity is translated as meaning no one is singled out in terms of where they live, how they travel, or where they want to go. San Francisco prioritizes projects in what they term communities of concern, which are areas where traditionally there are more vulnerable residents.

Commissioner Woosley agreed with the need to treat all citizens equally. At the same time, the design standards implemented need to be consistent, because consistency leads travelers to common expectations rather than confusion. The data should be carefully investigated to determine whether it is design rather than socioeconomics that drives higher accident rates.

Commissioner Larrivee asked how Title VI plays into the picture. Mr. McDonald said Title VI ensures engagement with the public. There is no direct link to project design, except that engagement could inform design.

Mr. Murphy said evaluation focused on monitoring and adjusting strategies is an integral component. It is not enough to simply design and build a walkway or street and then walk away. Evaluation done over time can ensure that projects are working as intended.

Commissioner Chirls asked what the impetus was that led the Council to adopt the resolution. Councilmember Lee said the Council believes that Bellevue is relatively safe. However, Vision Zero is an aspirational goal to aim for. Additionally, the United States Mayor's Conference created a challenge for all to sign on.

Commissioner Bishop said he was very comfortable with the language in the Council resolution which says “strive to achieve zero traffic deaths.” The goal of having zero traffic deaths or serious injuries by 2030, however, is largely unachievable.

Commissioners Chirls and Simas disagreed, pointing out that there have been several years in which Bellevue had no deaths resulting from collisions. Commissioner Bishop said there were still serious injuries in those years. It is laudable to try to get to zero, but it is not realistic.

Commissioner Simas said he was not able to say the goal is unachievable. The issue may in fact be merely semantics. No one is saying that by not achieving the ultimate goal the program will have failed. The zero goal is indeed aspirational and it would be great to get there; to do so will require creative thought which will only lead to positive achievements. The more interesting question is how much the city is willing to spend to reach the goal. Bellevue has already done a great deal to improve safety. It has instituted school safety zones, has installed red light cameras, and has narrowed some streets and installed traffic calming measures. It would be good to know what the results of those efforts have been in terms of reducing fatalities and serious injuries.

Commissioner Larrivee agreed, particularly with the notion of making sure economics are part of the thought process going forward. He said the process will be a long one and added that he believed that in time the goal will in fact be met.

Commissioner Woosley pointed out that the goal has been adopted by the Council and it is up to the Commission to look at ways to achieve the goal. He asked if having a goal that is largely aspirational puts the city in a liability position should the goal not be reached. Ms. Akers said the resolution specifically calls for striving to achieve the goal, which makes the goal truly aspirational.

Commissioner Simas observed as that technology such as self-driving cars come on the scene, the result could easily be fewer accidents, serious injuries and fatalities. It could be the city is already a long way down the road toward achieving the goal regardless of engineering, education and enforcement.

Commissioner Woosley agreed and said the Comprehensive Plan should have policy language that supports, encourages and does not inhibit the implementation of technology in transportation planning and operations.

Mr. Murphy reiterating the Council’s direction to the Commission relative to identifying any updates, revisions and additional policies needed in the Transportation Element in order to incorporate the Vision Zero framework during the 2016 Comprehensive Plan amendment cycle. He said staff have concluded there are two ways to approach incorporating Vision Zero into the Comprehensive Plan, beginning with a basic approach that builds on the existing

policies that relate to traffic safety. A few policies would need to be added to provide the overarching framework of striving to achieve zero deaths by 2030. The second approach is more programmatic. It would include the policies in the basic approach but would go beyond what the city currently does.

The basic approach includes two options. The first would incorporate a new Vision Zero chapter in the Transportation Element of the Comprehensive Plan. The benefit to the approach is that it would provide an overarching framework for aligning all of the existing policies. The other policies in the existing Transportation Element would be retained within their perspective chapters.

Commissioner Woosley stressed the need to retain consistency with SEPA in making changes to the Comprehensive Plan. He said his preference was to go with the second option and integrate the Vision Zero policies into the existing Transportation Element chapters. Mr. Murphy said the second option approach could actually dilute the overarching framework by scattering the policies throughout the Transportation Element.

Mr. Murphy said the programmatic approach would include the policies but would also recommend some specific outcomes, such as creating a task force or an action strategy. Of course, such outcomes have real implications for workloads and budgets.

Commissioner Chirls asked for an example of collaboration with other departments. Mr. Murphy said one example is the New York approach which has the police department working with human services staff and the transportation department to educate children. In the cities in which the Vision Zero concept has been implemented, buy-in has been required from all stakeholders, including city departments, the school district and community groups.

Commissioner Chirls suggested the programmatic approach smacks of a need for an approach to planning that is far different from the way things are done in Bellevue. The fact that a programmatic approach would be considered at the Commission level in and of itself is problematic. There are implications for workload and budgets, but it may also have implications for the way the city is organized and the way the City Council makes decisions. Currently the Council receives and acts on recommendations from its boards and commissions, but that differs widely from the way decisions are made in programmatic approaches. Mr. McDonald explained that in the process of planning, the seed of innovation gets planted by the Transportation Commission. That seed then grows into reality and a functional entity only with the endorsement and funding provided by the Council. The programmatic process as outlined would not result in the creation of an action plan or a task force by the Commission. The Commission rather would make a recommendation to the Council to move in a certain direction.

Commissioner Chirls suggested the Commission could do both by changing the language in the Comprehensive Plan in the short term, and forwarding a recommendation to the Council for an

approach that involves collaborative decision making across all boards and commissions. Mr. McDonald said that is exactly how staff has envisioned the process playing out. Staff has scoured the Transportation Element, has reviewed the direction from the Council, and has identified some policy gaps. Wherever the gap-filling policies end up residing – either in a stand-alone chapter or embedded throughout the Transportation Element - they will address Vision Zero. What staff has not done is spent much time on crafting a strategy for developing an action plan or a task force; the desire has been to engage the support of the Commission for that kind of thing. If directed to do so, staff will bring back recommendations for how to move toward development of an action plan or task force to recommend to the Council.

Commissioner Bishop took the opposite view. He said the programmatic approach is by far the best option. Tinkering around with the language of the policies is little more than a make-work exercise aimed at making it look like the city will be doing something different from what it has always done. There are already numerous policies about doing things safely. What is needed is a plan of action and a task force focused on safety. The language of some of the proposed policies is concerning and should be run by the city attorney to avoid issues of liability.

Commissioner Woosley pointed out that the Council direction to the Commission is clear. The Commission has been asked to review the existing Comprehensive Plan to determine if any updates, revisions or additional policies are warranted in light of Vision Zero and other transportation network goals. The Commission is then to forward a recommendation to the Council which will make the determination if any Comprehensive Plan amendments should be initiated. The staff have already begun the work of reviewing the policies and has identified some gaps. While the programmatic approach may make more sense, that is not what the Commission has charged with determining.

Commissioner Chirls also agreed that a programmatic approach would be the best. He allowed, however, that the specific task given to the Commission by the Council was to review the Comprehensive Plan policies. It could take a while for a programmatic approach to be developed, initiated and have an impact. Assuming the Council ultimately asks the Commission to make changes to Comprehensive Plan policies, the result could be a simple and immediate impact. Any policy language that could present potential legal traps should be reviewed by the city attorney.

Commissioner Simas said most of the best practices and guiding philosophies are to some extent already embedded in the Comprehensive Plan and in how the various departments operate. The initial review should focus on how much is already embodied in what exists. Additionally, inserting some of the proposed language could commit the city to doing the impossible. For instance, the call to create safe mobility options by separating moving vehicles from people could be interpreted to mean that action would need to be taken on every street in the city, and could open the city to being sued by someone if their street has not been addressed.

Commissioner Woosley argued in favor of incorporating new or revised policies into existing chapters rather than seeking to create an entirely new chapter in the Transportation Element. Under the Growth Management Act, all city codes must be consistent with the Comprehensive Plan policies, and that creates the need to make sure the language makes sense and can be implemented without creating liability.

Commissioner Larrivee commented that Vision Zero represents a bold statement on the part of public officials that safety will be taken serious and should be specifically called out as something to be addressed. That cannot be accomplished by embedding policy direction in existing body of law. He applauded the Council for taking such a bold new direction, one that is and will continue to be important to Bellevue as the city gets more congested and conflicts between vehicles and pedestrians and bicycles increases. A new chapter is needed.

Commissioner Simas pointed out that even if the policies get embedded in existing chapters, there will be nothing to stop the city's officials from pulling out specific elements and talking about them. It will not take a new chapter in the Transportation Element in order to chart a bold new direction.

Commissioner Bishop said to imply that the city will create safe options by separating vehicles from pedestrians and bicycles is both impractical and a prescription for lawsuits. Exactly what constitutes separation is also at issue; it could be a six-inch curb between the street and the sidewalk, or a white line painted on the street to protect bicyclists.

Ms. Akers stressed that the policies drafted by staff should in no way be considered to be a set. It is up to the Commission to determine if there are individual policies that should not be included.

Commissioner Woosley commented that making revisions to Comprehensive Plan policies should not be done in a rush. An alternative would be to add the goal of Vision Zero with a basic definition at or near the beginning of the Transportation Element. That would get things started and allow time for gathering all of the necessary data. Ultimately it will be up to the Council to decide which investments should be made and when they should be made. It is a given that the staff and engineers in the transportation department have safety as their top priority. Giving an emphasis to Vision Zero by calling it out in the Transportation Element may do the job.

A motion to recommend the basic approach option 1, to have staff return with options with regard to the notion of separating people, bikes and cars after having consulted with the city attorney, and to endorse a programmatic approach, was made by Commissioner Chirls. The motion was seconded by Commissioner Larrivee.

Commissioner Simas asked if there was a time limit under which the Commission must act. Mr. McDonald said the Council wanted to have the Commission's recommendation in time to include it in the 2016 Comprehensive Plan amendment process. The amendments package must be established by late April. The Commission could have two more meetings to refine policy language and review potential components of a programmatic approach.

Commissioner Bishop said he would vote against the motion. Creating a whole new chapter in the Comprehensive Plan is a make-work exercise, and the programmatic approach is far simpler and will accomplish the task. He noted his support for option 2.

Commissioner Woosley concurred. The Council clearly wants to support Vision Zero and the task that falls to the Commission is to embed it in the Comprehensive Plan policies.

The motion failed 2-3 with Commissioners Larrivee and Chirls voting yes, and Commissioners Bishop, Simas and Woosley voting no.

A motion to integrate into the existing language the Vision Zero goal and draft policies TR-A and TR-B as the Commission's initial recommendation to the Council was made by Commissioner Woosley. The motion was seconded by Commissioner Bishop.

Commissioner Chirls asked if the suggestion was to avoid further discussion on the language and just use those two sections. Commissioner Woosley said that will accomplish what the Commission is trying to get at. The staff could come back with a plan for implementation. Any action to take a programmatic approach or not would be taken up separately.

Mr. McDonald said if the desire of the Commission is to recommend a programmatic approach, a policy to that end should be included. If the Council approves embarking on a programmatic approach, an implementation strategy would then be developed.

Commissioner Chirls said he could support a motion that included option 2 of the basic approach and a recommendation to pursue a programmatic approach. He argued against specifically including policies TR-A and TR-B. Commissioner Bishop said had he made the motion that is what he would have recommended.

There was consensus to accept the proposal as a friendly amendment.

Commissioner Simas said he agreed with the programmatic approach but could see no reason to rush toward approving a motion. What is needed overall is constant evaluation of what is working right and what can be done better. New technologies will come along and the city's strategies and philosophies will change accordingly. A programmatic approach will provide the constant evaluation needed in light of achieving the Vision Zero goals. Option 2 is the better of the two options. No data has been presented that shows either that the city is doing a bad job of improving safety or that it is doing a good job of improving safety, though the latter can be

assumed. Vision Zero is aspirational and can be used to drive the city toward a particular goal, but rushing to approve a recommendation is not warranted.

Mr. McDonald clarified that the motion on the floor, incorporating the friendly amendment, was to go with option 2 of the basic approach and add policy support for a programmatic approach to it. He said if approved, staff would bring back to the Commission all of the policies in the staff recommendation, and that they ultimately would be dispersed throughout the Transportation Element without creating a new chapter. Staff would also bring back potential components of a programmatic approach for discussion by the Commission.

Commissioner Simas asked what steps will be taken to avoid duplication of policy language. Mr. McDonald allowed that there is currently some duplication in the staff-recommended policies with existing adopted policies. The Commission's future discussion will help to weed out duplications and likely will result in revisions to the draft policies in order to make them fit well within the chapters of the Transportation Element.

The motion carried unanimously.

Councilmember Lee thanked the Commission for the robust discussion. The Council handed down an aspirational task and the Commission worked through it thoroughly. The vote taken sets a framework for the Commission to further discuss and refine the policies and the programmatic approach and all the various details.

Chair Lampe asked staff to provide the data it has on serious injuries, including location concentrations. Ms. Akers said the city has annual data on accidents and injuries, but location concentrations have not been mapped and to do so would take quite a lot of effort. Mapping fatality locations would take less time as there were fewer accidents involving fatalities.

Commissioner Simas asked if the city keeps data on improvements such as the enforcement area at schools, and if not, how it can be known if those actions work. Ms. Akers said the city's accident reduction program is focused on intersections and midblock areas, and the program includes before and after studies. There is not, however, data about the red light cameras and the outcomes of driver behavior.

Commissioner Chirls asked if there is any data regarding accident causes. Ms. Akers said she would have to look into that. Commissioner Bishop pointed out that every accident report includes causal data. It would take some work, but useful data could be gleaned from those reports.

Mr. McDonald noted that the Pedestrian and Bicycle Implementation Initiative includes an element that looks at the causal relationships that occur at collisions. The initiative will also look at near collisions because not every incident results in a reported collision.

Commissioner Woosley commented that as the data is compiled and shared with the Commission, it would be good to have some proportionality. For instance, the population of the downtown has grown tremendously and it would be helpful to know if the number of accidents has increased accordingly.

Commissioner Bishop added that it would be good to see any peer reviewed data from other cities.

A. Multimodal Level of Service

Mr. McDonald said Bellevue has a suburban character with a lot of single family neighborhoods, and it also has urban, high-density mixed use neighborhoods. In the suburban areas, mobility is largely auto dependent; the denser mixed use areas have more of a multimodal focus. Arterials traverse a number of different types of neighborhoods, and frequent transit routes and bicycle priority corridors span the city, but they need to be treated differently as they go through different types of neighborhoods.

Bellevue has traditionally used the level of service standard tailored to vehicles and geographically based on Mobility Management Areas (MMA). The level of service within each MMA is established based on context and neighborhood character.

The concept of level of service standards for infrastructure is embedded in the Growth Management Act and it is a requirement for all comprehensive plans to include transportation elements. Within the transportation elements there must be an inventory of facilities and standards for levels of service aimed at ensuring that an adequate supply of transportation facilities exists to accommodate the demand created by land use. Bellevue has addressed the growth management task by establishing metrics and standards for levels of service and expectations for concurrency.

Commissioner Bishop commented that the metric is the volume-to-capacity ratio. The capacity calculation involves the number of pedestrians, buses and trucks at all crossings. The volume calculation is solely based on vehicles, but the capacity calculations include non-vehicular elements.

Mr. McDonald said the level of service standards anticipate that there are going to be differences in the volume and character of pedestrians, the type of transit available, and land use character. There are not, however, any adopted standards or metrics for long-range planning, rather the metric uses is average vehicle delay forecast by modeling.

Having looked over the map of the MMAs in the city and the adopted level of service standard for each area, Chair Lampe asked how the various standards were determined. Mr. McDonald said there are a number of factors that go into the adopted level of service standard, the most important of which is an expectation of mobility and the available mobility options. In the

downtown and BelRed, there is a lower standard of mobility for vehicles because the expectation and reality is that there is a variety of mobility options in those areas. In those MMAs where there are very few mobility options, the standard is predicated on the movement of vehicles. In all instances, level of service standards are for the evening peak period which includes both commute and shopping trips.

A policy gap was identified in the recent work to update the Comprehensive Plan, namely that an evaluation needs to be made regarding the tradeoffs between the investments made and the types of facilities created. Missing are tools in the form of metrics and standards for modes other than vehicles. There are implicit and embedded expectations for mobility for other modes, but they are not explicit. The Council has directed the Commission to develop more explicit metrics and standards for all modes of travel throughout the city.

Commissioner Bishop commented that on the vehicle side the calculations include existing vehicle counts plus the trips from permitted land uses up to six years in advance. It is very data driven. The question is whether or not a similar approach will be used in regard to pedestrians, bicycles and transit. Mr. McDonald said there will be a robust discussion going forward. There will be both quantitative and qualitative components looked at for all of the modes. The study will develop metrics, standards and monitoring standards for vehicles, transit, pedestrians and bicycle level of service. Corridors and neighborhoods will be reviewed to determine if context sensitivity has an impact on the standards and expectations for mobility. Environmental components will be looked at as well insofar as they have a direct relationship with the transportation system.

Mr. McDonald said the vehicular level of service components are quite familiar, as are the components for transit level of service. The Downtown Transportation Plan pointed out that passenger amenities at stops and stations as well as accessibility figure large in transit level of service. For bicycle level of service, on-street and off-street facilities and wayfinding elements provide both quantitative and qualitative measures. With regard to pedestrians, there are also quantitative and qualitative components, including safety at intersections, system connections, sidewalks and midblock crossings.

With regard to geography, the Commission previously highlighted the current MMA structure as a relic of the 1980s that may no longer be relevant. That structure will be reviewed as part of the study. The Planning Commission is also on record calling for metrics and standards that are context and neighborhood sensitive. The Council has noted that a mobility system is needed that works safely and conveniently for all modes of travel for all different purposes.

Mr. McDonald said the study is planned to take about a year and will involve community information and engagement. A final report will be provided to the Council and from it amendments to the Transportation Element will be crafted, along with amendments to the Traffic Standards Code.

A motion to extend the meeting to 9:15 p.m. was made by Commissioner Larrivee. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

8. OLD BUSINESS - None

9. NEW BUSINESS

Commissioner Bishop said he participated in a conversation the Eastside Rail Corridor meeting with a member of the Planning Commission who suggested a joint meeting with the Transportation Commission would be a good idea. Chair Lampe said he was part of the conversation and the suggestion for a joint meeting was made in relation to the Downtown Livability Initiative and the fact that there are crossover issues between land use and transportation.

Mr. McDonald said he would talk to staff in the Planning and Community Development Department about setting up a joint meeting.

10. PUBLIC COMMENT

Ms. Betsy Hummer, 14541 SE 26th Street, noted that she serves as a member of the East Bellevue Community Council (EBCC) which recently voted down the permit for Puget Sound Energy regarding a new transmission line running through the Lake Hills neighborhood. The EBCC was founded in 1969 as part of the Lake Hills annexation agreement with the city and has jurisdiction in the area between NE 8th Street and SE 28th Street, and NE 140th Street and 156th Avenue SE. The EBCC has jurisdiction over certain land use activities in the area. As such, the EBCC studied the evidence relative to the PSE application to determine if all relative criteria were met for the conditional land use permit and the shoreline permit. She said she found that the application as presented did not meet Criteria B in that the design is not compatible with or respond to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity. The proposed route is intended to connect the Lake Hills and the Phantom Lake substations and runs from 164th Avenue NE west along NE 8th Street, then south on 148th Avenue, then east on SE 16th Street. Thanks to a cooperative effort between the city's parks, utilities and transportation departments, NE 8th Street and 148th Avenue are both designated as urban boulevards. The proposed transmission line would remove the lush vegetation that currently exists along those roadways and would also result in having 80-foot poles along them where there are currently no visible powerlines at all. Additionally, wires would cross the boulevards in several places creating visual pollution. She commended the transportation department and the Commission for improving the city's boulevards through the years and said she looked forward to the Commission continuing environmental stewardship efforts. She said she would research any other permits that come before the EBCC to make sure Lake Hills will be kept as green and peaceful as major thoroughfares can be. The transportation department work with

the EBCC to conduct courtesy public hearings for all permits within EBCC's jurisdiction, and to keep the EBCC updated with regard to current projects.

11. REPORTS FROM COMMISSIONERS

Commissioner Woosley said he met recently in Olympia with one of the legislators who is working to bring the I-405 hot lanes back close to what they were before and return the recently built general purpose lane back to general purpose traffic. He said a hearing on the bill was scheduled in the Senate earlier in the day, and there will also be a hearing on the companion bill in the House before too long. The proposed legislation is in response to the disappointment expressed by the public.

Chair Lampe noted that he and other Commissioners attended the Eastside Rail Corridor presentation on January 9. It was good to see the project moving forward.

Commissioner Bishop reported that he attended the Eastside Transportation Partnership meeting on January 8. He said the group is working on a legislative agenda concept that is fairly revolutionary. They are talking about a serious political agenda that will be good for the Eastside, and they are talking about doing another Eastside transportation plan. The membership is made up of elected officials from Eastside cities.

12. STAFF REPORTS

Mr. McDonald called attention to the Commission desk packet and a memo from Senior Transportation Planner Franz Loewenherz regarding roadway travel lanes and the upcoming Pedestrian and Bicycle Implementation Initiative workshop on January 28.

Mr. McDonald reported that the Council has had on its agenda recently a number of items relating to regional transportation issues, and additional items will be on their agenda in the near future. He said he would keep the Commission updated regarding the dates and issues to be addressed.

Mr. McDonald said he and Commissioner Woosley attended the Redmond Overlake Village South infrastructure planning meeting in December and took the opportunity to interact with staff to better understand the plans. The focus is on the internal mobility and utility connections in the area bounded by 156th Avenue NE, 148th Avenue NE, NE 24th Street and Bel-Red Road. Redmond is looking at creating an interior street grid that will connect with adjacent arterials.

Commissioner Woosley said the proposed street grid would add capacity to handle the projected growth for that urban center. One option under consideration could significantly reduce the throughput capacity of Bel-Red Road at NE 20th Street. Mr. McDonald said he has his eye on that, adding that the intent is to improve vehicle mobility overall.

Commissioner Chirls announced that Mr. McDonald recently was elected to the Cascade Bicycle Club board of directors.

13. COMMISSION CALENDAR

Mr. McDonald reviewed with the Commission the schedule of upcoming agenda items. He reminded the Commissioners of the workshop on January 28 at 5:30 p.m. in Room 112. It is also likely a workshop on the Pedestrian and Bicycle Implementation Initiative would be scheduled for February 25.

Commissioners Bishop and Woosley reported that they would not be able to attend on February 25.

14. ADJOURN

Chair Lampe adjourned the meeting at 9:21 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date